A ROUTE TO MEXICO. SOTE of 2,000 tons." "How will the line be known?

Whaleback Steamers Between Baltimore

Wool Are Some of the Produce.

(Washington Post.) On the 15th of April next the Johnson Steamship Company, of Liverpool, will establish a line of whaleback steamers in connection with the Baltimore and Ohio railroad between Baltimore and the new port of Tampico, Mexico. This is the most important enterprise of the year from a commercial standpoint, and will affect the interest of all the country tributary to the Baltimore and Ohio railroad system. It is of particular important of the properties of the year from Tampico to Europe he would breed him all the 1,800-pound cattle he could carry. Up in the northwestern part of Mexico is the finest grazing that can be found out of doors, and the land can be had for a song. road system. It is of particular importance to Chicago, Pittsburg, Cincinnati, Columbus, and the coal and coke regions of Pennsylvania, Maryland, and West Vir- alm ginia, because it opens an entirely new

The Johnson Steamship Company, of Liverpool, is one of the most extensive shipping firms in the world, and the owner line of cargo steamers sailing weekly between Baltimore and Liverpool They are monstrous steel vessels, and An Interesting Description of Western carry grain, live-stock, beef, cotton, and North Carolina. ther products of the United States to bringing back general merchanlargest carriers of Exposition freight. It | Hendersonville, N. C., March 10th: ther lines from Liverpool to different parts of the world. It commands millions of capital, and is rated very high. Mr. this mountainous, beautiful, and healthful William Johnston, the senior member of section of North Carolina. In this Land

Consul-General to Mexico during Mr. Cleveland's first term, and is a relative nator Cockrell, should have the credit of starting this now enterprise. Mr. Porch ame here from Mexico four years ago, impressed with the opportunities of exending the trade between the United and that country, and particularly with the facilities offered by the new port of Tampico, where the Mexican gov-ernment had spent several millions of money under the direction of that famous cineer, Mr. E. L. Cortheil, of Chicago, building jetties and making one of the est harbors in the world. Mr. Porch in-rested some Philadelphia people in veral months, but finally failed beeveral months, but finally failed besof the lack of those three essenexperience, capital, and support. Alch Mr. Porch failed in Philadelphia,
id not abandon his purpose, but came
sattimore, and laid his plans before.
Lord and other officers of the Baltiand Ohio railroad, who were so
impressed with them that they sent
the lobeston to come from Liverpool Johnston to come from Liverpool talk the matter over

BIRTH OF THE PROJECT.

This happened last summer, when it was decided to send Mr. Porch to Mexico to see what arrangements he could te for harbor and wharfing privileges Fampleo, and what sort of contracts could get with the Mexican Central Mexican Gulf railways-one runwest to Monterey and the Rio Grande.
Mr. Porch's report was so favorable that
Mr. Johnston came to the United States
again, and left Baitimore on the 10th of
February with Mr. Lord for Mexico to
close matters himself. The party included
Vice-President C. K. Lord, of the Baitimore and Onio railroad; William Johnpresident of the Johnston Steamship George F. Fatterson, of Patterson, Ram-say & Co., Baltimore agents of the John-ston line; Charles E. Ways, g.n.rai freight agent of the Baltimore and Ohio railroad; H. Crawford Black, president of the Black-Sheridan-Wilson Coal Company, the George F. Patterson, of Patter

"The Mexican Gulf railway is doing wonders in the development of the low-lands on the gulf coast, which are peculiarly adapted for suger, coffee, and fruit. People are removing there from California to grow oranges, because the fruit ripens at a such a time that they can supply the trade when the California oranges are not to be had. The centre of the fruit trade will be Monte Morelos, I was very much gratified, too, at the enormous development of coffee cultivation on the eastern slope, It takes the enormous development of cones cu-tivation on the eastern slope. It takes four or five years for a plantation to become productive, but a large number have been planted within the last few years, which are now maturing, and in a year or two more they will furnish plenty of freight for the Tampico steamplenty of freight for the Tampico steamers. All of the Mexican coffee we get now comes out of Vera Cruz, and is from the southern part of the republic, but the northern coffee is said to be even finer in quality and e qual to the best of the world. The northeastern part of Mexico has been tardy in improvements until the Mexican Gulf road was put through, but now, with its facilities for communication and transportation, it is booming along like some of our western States.

"Mexico has all the natural products except fuel," continued Mr. Lord, "and we propose to supply that. We propose also to furrish facilities for manufacturers along our line of railroad to ship their merchandise directly to Tampico. rers along our line of rallroad to sniptheir merchandise directly to Tampleo,
and from the reports I have received
these facilities will be utilized to such an
extent as to greatly increase our exports to the Mexican republic. The docks
at Tampleo will be open to all comers.
Our steamers will commence their regular trips on the 15th of April, and wift
thereafter sail twice a month until business justifies an increase in the number
of voyages. It will take about three
weeks to make a round trip, sailing at
ten knots an hour—that is, six days down
and six days back, with time to load and
unload here and there.

"Mr. Johnston has decided to use the
new whaleback steamers, and Captain
McDougal, of the whaleback company,
is now in Baltimore with him, making
arrargements. We will start out with
four or five steamers of 4,000 tons burden,
There age two or three already on this
coast, and the rest will be brought around
from the lake trade as soon as navigation
opens.

BELIEVES IN WHALEBACKS.

line of that name between Baltimore and Liverpool. The enterprise is not owned and will not be managed by the Baltimore and Ohio Railroad Company, but will have all the support that we can give it."

"What cargoes will they take?"

"They will carry down merchandise, of course—any freight that is offered—but at first their principal cargo will be coul and coke for the use of the smelters and the railways and the smelting and furness companies of Mexico for regular depanies of Mexico for regular de

"And what will they bring back?"
"Bullion, hemp, Tampico fibre, shal grass and other fibre piants, dye-woods, gums, vanilia beans, hides, coffee, sugar, ore, wool, onyx, and any other merchandise that may be offered. While we were

a country down there that is rich in almost everything, but they do not know what to do with it. What has kept they back is the lack of the facilities of continuous prosperity."

THE "LAND OF THE SKY."

Mr. Charles Abert, a prominent citize of Montgomery county, Md., writes the This company was one of the Baltimore Sun s follows, under date of

"I am absent from my home in Mont

gomery county for awhile on a visit to the firm, and Mr. C. K. Lord, vice-president of the Baltimore and Ohio railroad, returned on Friday last from a trip to Mexico, where they concluded arrangements for the establishment of the new line.

Mr. Lord said that Mr. Porch, who was Consul-General to Mexico during Mr. among the hountains and among the hountains are accounted by mountain scenery the ride from Salisbury to Asheville presents views surpassingly grand and beautiful, particularly in approaching and leaving 'Round Knob.' where high engineering skill and Knob,' where high engineering skill and ability have been well tested. As the train creeps up the heavy mountain grades here you look down the rocky sides and see below a track which it is hard to realize you were riding over some minutes ago. Then some mountain stream attracts your eyes, whose voice of lamentation at leaving its lofty home the heavy, rumbling train prevents your hearing, or, perhaps like youth, it rushes on in its wild and brilliant course, reaching some less rapid and more peaceful current, until from the bosom of the ocean it is by heavenly influences drawn up to the heavens above. "Mountain after mountain, range after fluences drawn up to the neavens above "Mountain after mountain, range after range, are presented to view with con-stant varying aspect, with different de-grees of abruptness, sometimes a series of regular, even solidified waves, and then, where some more violent con-vulsion has exercised its force, a lofty peak arises, looking down upon its humbler companions. On the day of my journey the temperature was almost summer like, requiring open windows, and tempting to platform dangers, a risk which several times I did not resist, and, forgetting all danger in the grandeur and mag-nificence of views, enjoyed them beyond

> A MOUNTAIN TOWN. "The town of Hendersonville occupies the portion of a basin or plateau about 2,250 feet above sea level, and almost surrounded by mountains, some of them very high, and all of them of graceful line and beauty. It is the county town The main street, over two miles long is about as wide as Pennsylvania ave nue in our capital city, with a row of trees down the centre and a row alon, each curb. There are comfortable hotel and boarding-houses on this street stores, bank, courthouse, town hall, post-effice and some very neat residences and around the town some handsome

cantile Trust and Deposit Company; George F. Patterson, of Patterson, Rompay & Co., Baltimore agents of the Johnston line; Charles E. Ways, gheral ireignt agent of the Baltimore and Onto railroad; H. Crawford Black, president of the Baltimore and Onto railroad; H. Crawford Black, president of the largest coat operator on the Baltimore and Onto railroad; H. Crawford Black, president of the largest coat operator on the Baltimore and Onto railroad; H. Crawford Black, president of the largest coat operator on the Baltimore and Onto railroad; H. Crawford Black, president of the largest coat operator on the Baltimore and Onto.

"We dd the country thoroughly," sald Mr. Lord. "We entered by El Paso, taveled down the Mexican Central to the City of Mexico, and from there we went to Tampico, where we found one of the finest harbors I have ever seen. Tampico is situated on the Panuco river, about six miles from its mouth. The river is wide and deel, and affords plenty of water for the largest vessels. As in other places we found the trade of Tampico in the hands of foreigners. Two railroads have their terminals at Tampico one of these is the Mexican Central, which runs south to the City of Mexico, one of these is the Mexican Central, which runs south to the City of Mexico, and thence north to the Paso, Texas, 1,224 miles, and has branch lines, aggregating feel of the mouth and the proposed of the south of the proposed of the south of the proposed of the south of cessfully cultivated. Of the vegetables potatoes and cabbages are raised in great quantities in the surrounding country and in very fine quality. Car-loads were shipped from here during the past season. Corn flourishes, and I was told that this county took the prize at the Chicago Fair for this article of farm produce. "The town has a population of about 1,700. The Baptists, Episcopalians, Methodists and Presbyterians have their churches here, all very churchly buildings. Schools are not as flourishing as they courenes here, all very courchly buildings, Schools are not as flourishing as they ought to be. A fine large college building, constructed of stone, located in a very beautiful grove within the limits of the town, and with spacious grounds around it, is now and for some time has been closed. It is called Judson College, and was originally organized by the Bantists.

Baptists. The Candidate. (Atlanta Constitution.) The candidate, the candidate!
He's with us early, with us late;
He swings on every former's gate;
He's tough as taxes, such as fate;
He takes the stump, and then the State;
He fishes, while you dig the balt.
And with the best he fills his plate—
The candidate, the candidate!

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Gen. Lew. Wallace, Will Carleton, John Clark Ridpath, Contributors.

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Attractive, Interesting, and Pleasing Subjects,

pictures that tell a story or arouse an emotion-pictures that amuse and recreate-that instruct and inspire.

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Eminent artists are represented, such as Alma Tadema, Rosa Bonheur, Bouguereaux, Corot, Dore, Detaille, Dupre, Eastlake, Gerome, Hoffmann, Hunt, Knaus, Ridgway Knight, Landseer, Makowski, Makart, Meyer V. Bremen, Millet, Millais, de Murillo, Scheffer, Benjamin Constant, Jules Breton, Bierstadt, Beard, J. G. Brown, F. S. Church, Gifford, Whistler, Hart, Toby Rosen-

But the minor artists and young aspirants for artistic honors—whose names are yet household words—have not been overlooked. The Committee of Selection have often chosen a meritorious and pleasing picture by a comparatively unknown artist in preference to an unattractive subject by a painter of prominence.

This magnificent art work is in itself a

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FAMOUS PAINTINGS OF THE WORLD" only \$2.

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| Ticket-office at station, foot of Virginia street. Open \$4. M. to 6 P. M. and from \$5. P. M. to 12:50 A. M.
| City ticket-office-601 east Main street. Sol. HAAS. TURK, Sol. HAAS. TURK, Sol. HAAS. TURK, Sol. HAAS. TURK, Sol. HAAS. THOMPSON, Superintendent, J. B. B. THOMPSON, Superintendent, John M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Travelling Passenger Agent, 500 east Main street, Richmond, M. BEALL, R. Balt Street, R. Balt Street, R. Balt Street, R. Balt Street, R

FREDERICKSBURG ACCOMMODA-DAILY EXCEPT SUNDAY.

M., leaves Byrd-Street Station.
Arrives at Fredericksburg at
6.33 P. M.

A. M., arrives at Byrd-Street Sta-tion. Leaves Fredericksburg at 5:50 A. M. ASHLAND TRAINS. DAILY EXCEPT SUNDAY. A. M., leaves Eida. Arrives at Ash-land at 7:39 A. M. P. M., leaves Eida. Arrives at Ash-land at 7:57 P. M. A. M., arrives at Elba. Leaves Ash-land at 6:56 A. M. P. M., arrives at Elba. Leaves Ash-6:45 A. M., arrives at Fiba. Leaves Asiliand at 6:95 A. M.
6:04 P. M., arrives at Elba. Leaves Asiliand at 5:18 P. M.
C. A. TAYLOR, Traffic Manager,
E. T. D. MYERS, General Sup't. A TLANTIC COAST LINE,

RICHMOND AND PETERSBURG RAMA ROAD TIME TABLE.

encing SUNDAY, January 28, 1894, P. M., trains on this road will TRAINS SOUTHWARD.

*7:20 A.M. 8:20 A.M. Fast mall.
*12:0.65 A.M. 10:50 A.M. Norfolk train.
*11:0.75 A.M. 11:55 A.M. Atlanta special.
*6:45 P.M. 7:20 P.M. N. & W. con't'n
*5:32 P.M. 6:50 P.M. Through train.
*6:29 P.M. 7:30 P.M. Norfolk Special

STOPPING PLACES. ralla, and Chester. As a land and Lynchburg, Va.

Leaving Richmond at 9:00 P. M. daily, Ar. Hamlet Ar. Wadesboro and at Atlanta at 4:00 P. M. via S. A. Ar. Monroe ... Ar. Charlotte isnta. inita.

In addition to the above THE NEW YORK AND FLORIDA SPECIAL, consisting of Vestibule Pullman-cars only, leaves Richmond south-bound 9:39 P. M., daily, except Sunday, and leaves Petersburg north-bound 7:32 A. M., daily, except Monday. No extra fare charged on this train, except regular Pullman. burg north-bound 752 A. M., daily, except Sunday, and leaves Petersteept Monday. No extra fare charged on this train, except regular Pullman.

THE ONLY ALL-RAIL LINE TO NORFOLK.

Richmond *2:00 A.M., Norfolk ... 11.25 A.M., Richmond *5:20 P.M., Norfolk ... *1.25 A.M., Richmond *2:00 A.M., Richmond *1:20 A.M., No. 23 makes at Raismakes at Raismakes at Raismakes and Norfolk ... *1.25 P.M., Richmond *1:20 A.M., R

THE ONLY ALL-RAIL LINE TO NOR-FOLK.

Leave.
Richmond 2:00 A.M. Norfolk ... 11:25 A.M. Richmond 2:00 P.M. Norfolk ... 11:25 A.M. Norfolk ... 12:35 A.M. Richmond 2:00 P.M. Norfolk ... 13:35 P.M. Richmond 2:00 P.M. Norfolk ... 13:35 P.M. Richmond 2:00 P.M. Norfolk ... 13:35 P.M. Richmond 2:00 P.M. And Norfolk at 4 P.M. are solid trains between these two points, and passengers to through without change of cars.

Trains leaving Richmond at 9 A. M. and 11:30 P. M. and arriving at Richmond at 8:20 A. M. 7:30 P. M. make close consistency of the control of the con



Kichmond & Danville Railroad Co. SAMUEL SPENCER, F. W. HUIDE-KOPER, AND RUEBEN FOSTER, RECEIVERS. BICHMOND & DANVILLE and NORTH CARO-

LINA DIVISIONS. CONDENSED SCHEDULE. IN EFFECT DECEMBER 31, 1893.

TRAINS LEAVE RICHMOND, VA., 12:50 A. M. SOUTHERN EXPRESS, Duly SOUTHERN EXPRESS, GARY
for Danville, Greensboro,
Winston-Salem. Connects at
Danville with the Washington
and Southwestern Vestibuled
Limited, carrying sleepers to
Asheville and Hot Springs,
Columbia, Augusta, Sayannah,
Jacksonville, and Tampa, Atlanta, Birmingham, Memphis,
Shreeveport, New Orleans, and
Memphis, Connections made
at Memphis and New Orleans
for all points in Texas and
California.
Sleepers Richmond, Va., to

Sleepers Richmond, Va., to Danville and Greensboro.
FAST MAIL, daily, for Atlanta, Augusta, and points South.
Connects at Moseley with Farmville and Powhatan railroad; at Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensboro'
for Durham, Raleigh, and Winston-Salem. Carries Sleepers Danville to Columbia, Augusta, Savannah, Jacksonville.

gusta. Savannah, Jacksonville, and Atlanta. Parlor-Car At-lanta to Birmingham.

6:00 P. M. LOCAL, daily, except Sunday, for Amelia Courthouse and in-termediate points.

5:40 A. M. Daily, except Sunday, carry-ing passenger coach to Amelia Courthouse. Stops at all sta-tions.

7:00 A. M. 1:25 P. M. From Atlanta and Augusta. 8:45 A. M. From Amelia Courthouse. 4:45 P. M. Arriving at Manchester.

YORK-RIVER LINE, VIA WEST POINT,

THE FAVORITE ROUTE NORTH, LEAVE RICHMOND,

TRAIN No. 10, 3:20 P. M.

LOCAL EXPINESS, unity. Stops at all Stations. At Lester Manor connects with stage for Walkerton; with Baltimore steamers at West Point. At Baltimore steamers connect with Baltimore ond Onto and Pennsylvania roads for Washington, Philadelphia, and New York.

TRAINS LEAV

8:20 A. M. J 2:00 P. M. 6:50 P. M. 1

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